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German Democratic Republic

FDB Abstract of [REDACTED]

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- A. TRANSPORTATION AVAILABLE FOR WORLD YOUTH FESTIVAL (11 pp; German; March 1951)
- B. STATISTICS ON VEHICLES IN LAND MECKLENBURG (22 pp; German; January 1951)
- C. SUGAR BEET CAMPAIGN (9 pp; German; March 1951)

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A. This typewritten document consists of a list of the trucks to be made available for the 1951 World Youth Festival in Berlin. The list, submitted to the Main Department for Transportation, Ministry for Industry and Development, Government of Land Mecklenburg, in Schwerin, contains the following information for 9 Kreise: a) name of cooperative or firm which owns the vehicle; b) capacity of truck in tons; c) type of truck - internal combustion or diesel; d) number of persons truck will accommodate. A cover letter for the list states that a total of 739 trucks, accommodating 21,028 persons, have been reported as available, and that this figure includes vehicles for Kreise which had not yet submitted definite transportation arrangements.

B. This section consists of 22 forms, bearing the official seal of the ATG (General Transportation Company), which give statistics on vehicles in the Kreise of Land Mecklenburg. The information includes: a) number of trucks and trailers of 1-ton, 1.1-3-ton, 3.1-5-ton, and over 5-ton capacity which are on hand; b) number of track-laying vehicles; c) number of special vehicles; d) number of tractors of 25, 26-50, and over 50 horsepower; e) number of special trailers. The vehicle statistics are listed under the following separate columns, as applicable: a) vehicles ready for use; b) vehicles not ready for use; c) vehicles used for industrial transportation; d) vehicles used for transportation within a plant.

C. This section consists of a typewritten copy of a final report on the 1950/51 sugar beet campaign. Written by the General Transportation Company, District Office Schwerin, the report gives detailed data for 10 sugar beet factories, including: a) delivery quota in tons for sugar beets, as required by the ATG; b) actual amount of sugar beets delivered; c) difficulties and delays in shipment of beets, such as shortage of gasoline and truck tires; d) discussion of all factors which either aided in or were detrimental to fulfillment of delivery quotas. The report concludes with a list of defects which appeared in the 1950/51 sugar beet campaign, and which are to be eliminated in the 1951/52 campaign. Attached to the report is a graph which shows the planned delivery quota for sugar beets and the actual fulfillment for the months from October 1950 to February 1951. Although the planned quota was set for 520,948 tons by January 1951, the actual deliveries amounted to only 472,115 tons by February 1951.

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